

WISHES PEACE; READY TO WAR

Major Moguls Alarmed at
Baseball Situation.

ASSOCIATION IS SNAPPY

Has Ten Days to Get in
Line.

Report That the Association Has
Option on Hippodrome Park in Cin-
cinnati Is Not Denied by Queen
City Owners—All the Big League
Officials Claim the Fight Is to be
Settled Peaceably.

Cincinnati, Sept. 1.—Members of the National Baseball commission and all the major league club owners who are in Cincinnati to look after their club's interests in the matter of drafting players, deny the talk of a baseball war in which the American association would be pitted against clubs operating under the national agreement, as a result of the National commission's refusal Thursday to grant the association the right to ask \$5,000 for a drafted player, a higher classification than other minor leagues, the right to air its troubles before the National commission, and several demands of minor importance.

But, although the major moguls pretend not to be alarmed at what the future may hold in store, they are quietly preparing to checkmate any move the American association may make.

The National commission hopes for continued peace, but at the same time has taken the first step in what may develop into a bitter baseball war. It has decided that payment of the draft money for players drafted from the American association will not be made until after the clubs of that organization signify their intention of remaining in organized baseball. That means the commission does not intend to take any chances of having organized baseball pay \$12,000 for drafted players to the association and losing the money if that body decides to cut loose from the National agreement.

The commission also took a step which will either cause the American association to toe the mark in a hurry or break the agreement after signing away. The association is given until September 10 to get into the fold. If the desired action is not taken by that time, organized baseball will prepare to place clubs in American association cities which are not under the protection of the national agreement.

President Herrmann, of the National commission, does not look for a war.

"The American association can not afford to break away from organized baseball," said Garry. "I think the club owners of that organization realize they would not be able to cope with the two major leagues in a struggle for supremacy. This matter will be settled without resorting to extremes."

President Lynch of the National league, said: "I look for a peaceful settlement."

Ban Johnson, who is usually very plain spoken, had little to say. "There will be no war," said Ban. "The minor league club owners can not afford to jeopardize their financial interests."

President Murphy of the Cubs, President Vogel of the Phillies, President Hegdes of the St. Louis Browns, and President Ebbets of the Brooklyn club, all say they look for a peaceful settlement.

Owners of the Hippodrome park here, a large baseball plant, will not deny the report that the American association has an option on the property and plans to place a club in this city.

Everlastingly at it—buying and selling good shoes at Beatty & Long's cut price shoe store.

TWO TEAMS TAKE

Continued from Page Three.
Springfield . . . 6 1 2 0 1 0 3
Lima 9 1 2 2 0 0 1—11

Stolen bases—O'Day, three; Sandherr, Long, 2; Ranney. Sacrifice hits—Nesser. Two-base hits—Long, Nally, Markey. Three-base hits—Friend, McGee. Struck out—By McGee, 1; by Munk, 14. First base on balls—Off McGee, 3; off Walsh, 3; off Munk, 1. Double plays—Schwab to Markey; Sandherr to Ranney to Osborne. Hit by pitcher—O'Day, O'Day, Time—1:45. Umpire—DePhon.

Pennant Trust.
St. Louis, Sept. 1.—New York and Chicago, dubbed "the pennant trust," will play the only game of the union printers baseball league this afternoon. Cincinnati will play the winner tomorrow.

School shoes—Beatty & Long.

NOTES OF THE GAME.
Manager Childs of the Portsmouth club of the Ohio State league has been suspended indefinitely and Player Beers fined for misconduct during the second game Wednesday and called to leave the field promptly when ordered to do so.

Weller's fielding was of the dazzling sort yesterday. As for two good shots in the third inning he knocked down a hard hit liner from Donnelly's bat in the fifth.

The Springfield "champions" will play here Saturday and Sunday. Heine Berger will probably work Sunday.

And Springfield won the flag. All right—congratulations, Hank and Mike. The only consolation Portsmouth can get out of that feat is the fact that one of her old stars, the Hon.

Michael O'Day, was one of the central figures in helping to attain that honor. His hitting did much toward accomplishing the end. And then Manager Charley O'Day at one time held the reins on the Portsmouth team. He is a gamester and his admirers are pleased to learn of his achievement. It wouldn't be so bad, however, if O'Day hadn't released Bill Colligan to Marion. Had we had Bill, Hank might not have enjoyed the flag, at least so early.—Portsmouth Blade.

It has been rumored around that Gus Epler, Bill Conley and Edmondson will be sent to Toledo for the remaining season. Epler has produced the best ball of his career and is hitting well. Bill Conley at third certainly has surprised the fans in the way in which he has played. In the field Bill gets about everything that comes his way and has a perfect throwing arm. Young Edmondson, although still weak at first is a natural hitter. He would not help the Hens

much in the field, but certainly would be a good man up for a pinch hitter. All three ought to help the Toledo squad out considerably.

PLAYERS DRAFTED FROM MINOR LEAGUES

Cincinnati Fails to Land
Any Class A Player.

Downs of Columbus Goes to Brooklyn.
Six Clubs Wanted Rath of Baltimore—Chicago Americans Get Him.

Cincinnati, Sept. 1.—Two score major league managers and representatives gathered here Friday and drafted players from the minor leagues. The Cincinnati club failed to land

any of the classy players from the class A clubs.

The following players were drafted from the American association: Downs, Columbus, by Brooklyn; Hyatt, of Kansas City, by Pittsburgh; Hauser, of Indianapolis, by Boston Nationals; Yingling, of Toledo, by Brooklyn; Flynn, of St. Paul, by Washington.

Six clubs put in drafts for Rath, of Baltimore. The Chicago Americans got him. Burke, of New Orleans, goes to the Boston Nationals; Dixon, of Memphis to the Boston Nationals; Houston, of Des Moines, to the Chicago Americans; Ellis, of Pueblo, to Chicago Americans; Chellette, from St. Joseph, to the Chicago Americans; Moore, Conley, Cutchaw, from Chicago Nationals; Cutchaw, from Oakland, to Brooklyn; Danoff, Sacramento, to St. Louis Americans; Vitt, from San Francisco, to Detroit.

Five club put in drafts for Crandall, of Memphis, and only one for Dixon.

but the latter, a fly-to-one shot, was drawn.

Milwaukee, Green, by Brooklyn; Minneapolis, Cravath, drafted by Pittsburgh. (Philadelphia National club has purchase claim. If allowed, Peters goes to Chicago Americans); Toledo, Yingling, by Brooklyn; Columbus, Downs, by Brooklyn; St. Paul, Flynn, to Washington; Louisville, no draft.

Eastern league: Baltimore, Rath, to Chicago Americans; Buffalo, Schen, to Philadelphia Nationals; Newark, Louden, to Detroit; Rochester, Moran, to Brooklyn; Providence, Lavender, to Chicago Nationals; Toronto, Shaw, to Brooklyn; Montreal, Dubuc, to Detroit; Jersey City, none drafted.

Southern league: Birmingham, Kent, to Brooklyn; New Orleans, Kirke, to Boston Nationals; Chattanooga, Higgins, to Brooklyn; Nashville, Bair, to Cleveland; Memphis, Dixon, to Boston Nationals; Atlanta, Mobley, and Montgomery, none drafted.

Western league: Des Moines, Houston, to Chicago Americans; Pueblo, Ellis, to Chicago Americans; St. Joseph, Chellette, to Chicago Americans; Omaha, Sioux City, Topeka, Denver, and Lincoln, none drafted.

Pacific coast league: Oakland, Cutchaw, to Brooklyn; Sacramento, Danzig, to St. Louis Americans; Portland, Kuhn, to Cleveland; San Francisco, Vitt, to Detroit; Vernon, Geip, Philadelphia Americans. Los Angeles, Moore, to Chicago Nationals.

Fire on Neil Avenue.
The explosion of a lamp in a bedroom in the residence of Frank John-



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The special corset for the
Stout Figure

Will give the stylish shapeliness of the very latest fashions—it is made to give comfort where corset comfort has not been known before—it is boned throughout with double watch-spring steel which gives it the unusual strength and pliancy necessary—and the boning is guaranteed not to rust or break.

If you have excess flesh, and you have had corset troubles, Rengo Belt Corsets were made especially for you.

Style No. 41x at \$2.00
50c at \$3.00

For Sale By Frank Bros. & Co

son of Neil avenue, Thursday evening, caused a fire which damaged several pieces of furniture in the room. Miss Gladys Johnson who was alone in the house at the time gave the alarm. Neighbors hastened to the house and aided in extinguishing the flames, which threatened to destroy the home for a time. The fire department was not called.

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CENTRALLY LOCATED, RIGHT IN THE HEART OF THE CITY AND BUSINESS DISTRICT AT 71 SOUTH HIGH ST. OPPOSITE THE STATE CAPITOL HAS THE MOST COMFORTABLE BEDS. ALL ROOMS NEATLY FURNISHED. WITH EITHER PRIVATE OR FREE BATH, AND HOT AND COLD WATER. RATES LOWER THAN ANY OTHER FIRST CLASS COLUMBUS HOTEL. 50¢ TO \$2.00 PER DAY. ALL STREET CARS PASS THE DOOR.



The 1912 Cadillac Car

IS NOW HERE

See This Car at Our Salesroom

Automatic electric starting device. Electric lights. Two complete ignition systems. Scientifically developed carburetor. More power. Larger wheels & tires. Large rbrake drums. Steel bodies of latest accepted designs. Numerous refinements of essential details.

The improvements incorporated in this year's specifications will give a pronounced impetus to the conditions which have constituted the Cadillac a law unto itself.

They are the fruits of Cadillac research; of close and accurate measurements; and of scientific standardization.

Consider what an augmentation of comfort is implied in these two announcements, emanating from the Cadillac Company, which has never promised what it did not fulfill.

First, a surpassingly fine car made infinitely finer; and second a hitherto unattainable ideal resolved into a practical reality.

CADILLAC ELECTRICAL SYSTEM

Starting Lighting Ignition

The electrical plant in the new Cadillac not only accomplishes what heretofore has been accomplished in a less efficient manner by separate systems—ignition and lighting—but goes further and includes in its functions a feature to which motorists have long looked forward, an automatic starter which obviates the necessity of cranking by hand.

The plant consists of a compact and powerful dynamo operated by the engine of the car. The dynamo charges the storage battery.

For starting the engine the dynamo is temporarily and automatically transformed into a motor, the current to operate it as a motor being furnished by the storage battery.

To start the engine, the operator, after taking his seat in the car, simply releases the spark lever and pushes forward on the clutch pedal. This automatically engages a gear of the electric motor with gear teeth in the fly wheel of the engine, causing the latter to "turn over" thereby producing the same effect as the old method of cranking. As soon as the engine takes in charges of gas from the carburetor and commences to run on its own power, the operator releases the pressure on the clutch pedal, the electric motor gear disengages its connection with the fly wheel and the car is ready to be driven. The electric motor then again becomes a dynamo or generator and its energy is devoted to ignition and to charging the storage battery.

The storage battery has a capacity of 80 ampere-hours and as soon as that capacity is reached the charging automatically ceases.

Practical tests have shown that the storage battery is of sufficient capacity to operate the starting device and "turn over" the engine about twenty minutes, although it seldom requires more than a second or two. In fact, the Cadillac engine is so frequently started on the spark that the use of the electrical starter is not always required.

The storage battery also supplies the current for lighting. The car is equipped with two specially designed Gray & Davis electric headlights with adjustable focus, two front side lights, tail light and speedometer light.

The dynamo also supplies current for ignition. Up to 250 to 300 R. P. M. the ignition current comes from the storage battery; above that speed the current is direct from the dynamo to the high tension distributor to the spark plugs. For ignition purposes the dynamo performs not only all the functions of the most highly developed magnets, but possesses even greater efficiency, having more flexibility and a greater range of action. When compelled to drive slowly in crowded thoroughfares, over very bad roads or on hills, with the usual magnets, the driver may find his motor because the magnets is not being driven fast enough to generate current, and it becomes necessary to switch to the battery—if he has one. With the Cadillac system, if it becomes necessary to drive so slowly that sufficient current is not generated the battery automatically cuts in. When the speed is increased the dynamo again automatically takes hold. It wholly obviates the necessity of the driver's keeping constantly on the alert to prevent stalling the motor.

A FEW OF THE IMPROVEMENTS IN THE 1912 CADILLAC:

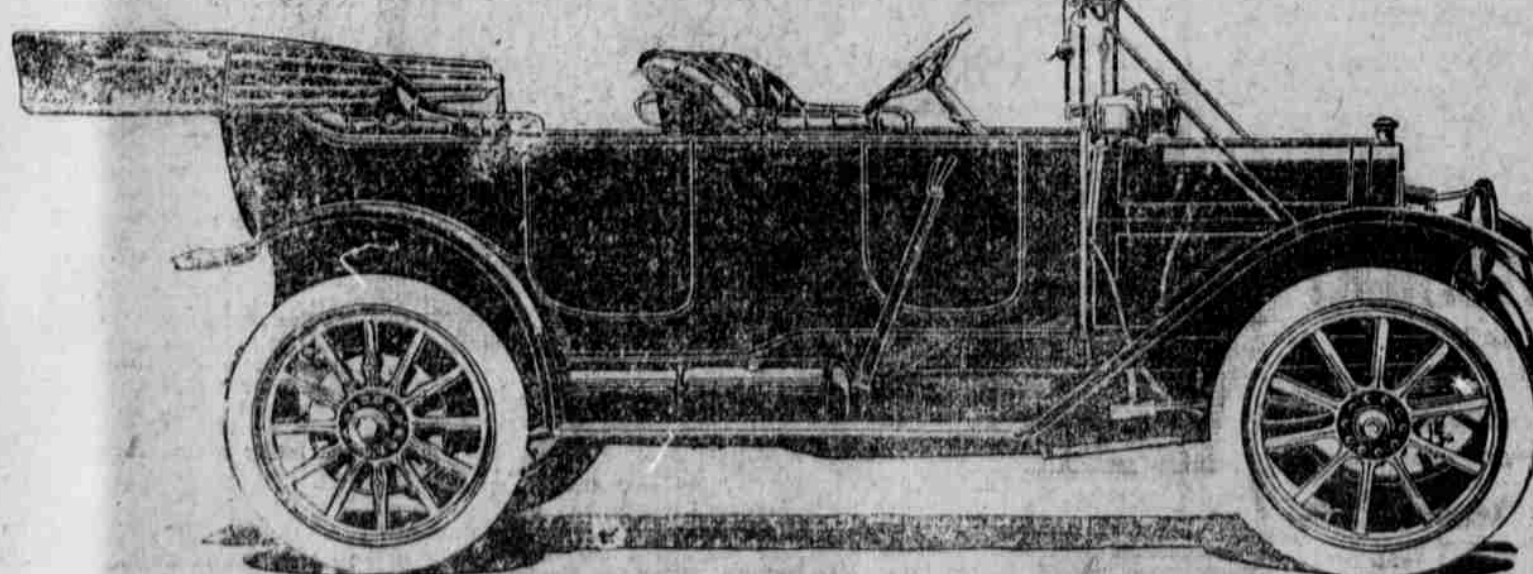
Automatic electric starting device, electric lights. (See detailed description in another column.) Increased power resulting from motor refinements and our own new carburetor. This new carburetor has not only simplified the matter of adjustments, but possesses maximum flexibility and maximum efficiency from low to high speeds without change of adjustments, excepting air adjustment, controlled by small lever at the steering wheel.

Wheels and tires. Increased from 34 in. x 4 in. to 36 in. x 4 in.

Brake drums. Increased from 14 inches to 17 inches in diameter.

Bodies. Steel of latest accepted designs; all fore doors constructed upon new improved methods.

Gasoline capacity increased to 21 gallons on all models excepting Phaeton and Roadster, in which the increase is to 18 gallons. Gasoline gauge on dash.



SPECIFICATIONS IN BRIEF

MOTOR—Four cylinder, four-cycle, cylinders cast singly, 4 1-2-inch bore by 4 1-2 piston stroke. Five-bearing crankshaft. Five-bearing cam shaft. HORSE-POWER—Nominal, A. L. A. M. rating, 32.4. Actual horsepower greatly in excess of that rating due to Cadillac design. Cadillac principles and Cadillac construction. COOLING—Water, copper jacketed cylinders. Gear driven centrifugal pump; radiator tubular and plate type. IGNITION—See description under Electrical System. LUBRICATION—Automatic splash system, oil uniformly distributed. CARBURETOR—Special Cadillac design of maximum efficiency, water jacketed. Air adjustable from driver's seat. CLUTCH—Cone type, large, leather faced with special spring ring in fly wheel. TRANSMISSION—Sliding gear, selective type, three speeds forward and reverse. Chrome nickel steel gears, running on five annular ball bearings oil tight. CONTROL—Hand gear-change lever at driver's side, inside the car. Service brakes, foot lever. Emergency brake, hand lever at driver's right, outside. Clutch, foot lever. Throttle accelerator, foot lever. Spark and throttle levers at steering wheel. DRIVE—Direct shaft to bevel gears of special cut teeth to afford maximum strength. Drive shaft runs on Timken bearings. AXLES—Rear, Timken full floating type, special alloy steel live axle shaft; Timken roller bearing.

Front axle, drop forged I beam section with drop forged yokes, spring perches, tie rod ends and steering spindles. Front wheels fitted with Timken bearings. BREAKS—One internal and other external brake on wheels, 17-inch by 2 1-2-inch drums. Exceptionally easy in operation. Both equipped with equalizers. STEERING GEAR—Cadillac patented worm and worm gear, sector type, adjustable, with ball thrust; 1 3-4-inch steering post, 15-inch steering wheel with walnut rim; aluminum spider. WHEEL BASE—16 inches. TIRES—36-inch by 4-inch Harford or Morgan & Wright. SPRINGS—Front, semi-elliptical. Rear three-quarter platform. FINISH—Cadillac blue throughout, including wheels; light striping, nickel trimmings. STANDARD EQUIPMENT—Dynamo with 40 A. H. battery for automatic starter, electric lights and ignition. Also Delco distributor systems. Lamps especially designed for Cadillac cars, black enamel with nickel trimmings; two headlights; two side lights, tail light. Horns gasoline gauge on dash; horn; full foot rest in tonneau; half foot rest in front; robe rail; tire irons; set of tools, including pump and the repair kit; cocoa mat in all tonneaux except closed cars. Speedometer, Standard improved, with 4-inch face and electric light.

The Cadillac Co., of Marion.

Distributors for Marion, Wyandot, Crawford, Richland, Ashland and Union Counties. South Main Street, Marion, Ohio.